

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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## Flight

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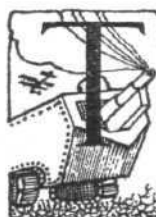
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## CONTENTS

	PAGE
Editorial Comment	
The National Company .. .. .	513
Aircraft Apprentices for R.A.F. .. .. .	514
A.N.E.C. Light 'Plane .. .. .	515
Gothenburg Results .. .. .	516
Aircraft Apprentices for the Royal Air Force .. .. .	517
The Aerial Derby. Official Results .. .. .	517
Light 'Plane and Glider Notes .. .. .	518
Re-Fuelling During Flight .. .. .	519
National Air Transport .. .. .	520
London-Paris Fares .. .. .	521
Personals .. .. .	522
Institution of Aeronautical Engineers .. .. .	522
S. Smith & Sons' Sports .. .. .	522
The Royal Air Force .. .. .	523
R.A.F. Intelligence .. .. .	523
London Terminal Aerodrome .. .. .	523
Air Post Stamps .. .. .	524
Society of Model Aeronautical Engineers .. .. .	524

## EDITORIAL COMMENT.



### The National Company

THAT the Air Minister, Sir Samuel Hoare, has a somewhat difficult problem to solve in assembling the constituent parts for the new National Aviation Company, can hardly be doubted. Upon the main point at least there need be little hesitancy. A National Company, to be worthy of its name, must essentially be absolutely free from all cliqueism. It should embody the widest possible range of efficiency, business acumen and integrity in its directorate, so that, after providing for the necessary consideration for and protection of the "private" capital invested in the concern, the conduct of the Company's affairs should be upon the most generous Imperialistic lines. It is to be hoped that Sir Samuel will see that the foundation is primarily laid upon a solid basis, and it will then be time enough to decide on individual appointments and representation of various interests upon the Board of Direction. Having regard to the vast future issues to the Empire which are involved in the proper functioning of such a corporation, whose work must necessarily be, at least at first, of a missionary character, it is unthinkable that any one group or section should be in the position to control the scope of the important operations which from the very first must come up for consideration. In this connection it is gratifying to learn that the controllers of one group of three existing companies are perfectly willing to await "selection" for the directorate of the National Aviation Company—or "Corporation," as we should prefer to see it called—after it is formed, as they hold strongly with the principle that it should be constituted without regard to any particular individuals or machines. All personal interests—subject to proper provision being secured for each operating company's present "goodwill"—should be sunk in favour of founding the Company as a national undertaking. Mr. Holt-Thomas, purely as an independent person and with the proviso that he does not seek or wish to be considered in the activities of the National Company, has been (as it emerges in a letter elsewhere from him) labouring bravely to untangle any difficulties of combination of present interests which have arisen, and we believe in this

## DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

Sept. 23....	Gordon Bennett Balloon Race, Belgium
Sept. 28....	Schneider Cup Seaplane Race at Cowes
Oct. 4 .....	R.Ae.S. Inaugural Lecture
Oct. 8-13 .....	Light 'Plane and Glider Competitions, Lympe
Oct. 14 .....	Beaumont Cup Race at Istres, France
Oct. 18 .....	"The Manœuvres of Inverted Flight," by Sq.-Leader R. M. Hill, before R.Ae.S.
Nov. 1 .....	"Present Developments in Aircraft Instruments," by Major Wimperis, before R.Ae.S.
Nov. 15 .....	"The Thermodynamics of Aircraft Engines," by Mr. H. R. Ricardo, before R.Ae.S.
Nov. 29 .....	"Airmanship at Sea," by Sq.-Ldr. Maycock
Dec. 1 .....	Entries close for French Aero Engine Competition
Dec. 13 .....	"Air Strategy," by Wing Cmdr. Edmonds
1924	
Jan. 10 .....	"Materials from the Aeronautical Point of View," by Dr. Aitchison and Mr. North
Jan. 24 .....	"Fabric and Dopes," by Dr. Ramsbottom

respect he has the sympathy and good wishes of the Air Ministry. That the final guidance to a decision rests mainly with a man of such broad views as our present Air Minister is a source of very great gratification from the national point of view. Sir Samuel Hoare has from the day of his appointment, month by month, even day by day, shown himself able to grasp the crux of the most vital requirements of the realm of the Air, and we feel that, when he has examined and carefully considered "every avenue" of suggestion for the constitution of our National Aviation Corporation, he will, with his wide business experience, come to such conclusion that he will carry with him all those who are anxious to see the British Empire leading in the Realm of the Air, as she has enhanced civilisation for centuries past as Mistress of the Seas.

#### Aircraft Apprentices for R.A.F.

On page 517 of this issue of FLIGHT will be found an Air Ministry announcement relating to the examinations of aircraft apprentices, a greater number of whom are now required, owing to the decision of the Government to increase the strength of the R.A.F. for Home Defence purposes. For the entry in January next approximately 950 boys of a good class will be wanted.

The R.A.F. inaugurated the system of training aircraft apprentices at its own technical establishments in 1919, and the first course, which numbered about 250 as compared with the present requirements of 950, finished early this year. These apprentices are now working chiefly as leading aircraftmen with the squadrons and stations of the R.A.F. A few have been transferred to the R.A.F. Cadet College at Cranwell, and are undergoing training, at practically no cost to their parents, to become commissioned officers.

One of the main reasons which caused the R.A.F. to establish these schools, which are situated at Cranwell, Halton and Flowerdown, is the fact that the development of aircraft has led to the creation of new types of skilled mechanics not existing in ordinary civil work, and the R.A.F. therefore has to rely largely on a regular flow of boys to supply the needs of the Service for trained aircraftmen. It may be recalled that in their recent report on the Air Ministry the Select Committee on Estimates stated that "the Committee are of opinion that the management and training of these boys is conducted in a very efficient manner; they were much

struck with the discipline, with the order which was kept, and the arrangement by which they were efficiently taught a trade which, when they left the Service, would enable them to make a good living."

The Board of Education has also conducted a special examination into the management and organisation of the schools, and has expressed its general satisfaction both with the nature of the training given and with the results which have been obtained.

Undoubtedly, the success of the scheme has been largely due, as the Air Ministry point out, to the help which has been accorded by the Educational Authorities of the country in nominating boys of a suitable class and with a disposition towards a mechanical and technical career. This system of local nomination presents many advantages, both to the boy and to the Local Education Authority. As far as the boy is concerned, the examination is brought almost to the door of his home, since the actual arrangements as to the place of examination are left to the discretion of the local Educational Authority concerned, the papers being supplied by the Air Ministry and the scripts returned after the examination to the Air Ministry for correction and assessment. The boys are, therefore, able to take the examination in a single day in a sympathetic atmosphere and without undue strain. So far as the local Education Authorities are concerned, the present system enables headmasters in their schools to recommend boys for a useful career which provides the boys, at no expense to their parents, with a sound technical training and a continuance of their general education for several years beyond the ordinary school age.

There are approximately 350 Educational Authorities in England, Scotland, Wales and Northern Ireland, and most of these have already nominated boys for previous examinations.

Any nominating authority can arrange for one or more centres as they may consider desirable; for instance, Kent has as many as seven or eight different centres on each occasion. For the last two years the average number of centres has always been over 200, and the centres have been as far apart as the Orkneys in the north and Penzance in the south-west. No boy need, therefore, experience any difficulty in securing nomination or in attending the examination. On this occasion, owing to the large number of boys required, it is expected that there will be many more centres.

#### Sir Samuel Hoare on Gothenburg—and After

SIR SAMUEL HOARE, the British Air Minister, interviewed on his return to London after visiting Sweden and other foreign countries, spoke highly of the success of the aviation exhibition at Gothenburg. It was, he said, certainly the most representative ever held. European aviation was very well represented, and it was the general view that the British exhibit was the best of all. There was no question about it. The British aircraft industry and the engine industry took a great deal of trouble to make the exhibit representative of British developments. Public attention was concentrated upon the British exhibit.

The Air Minister referred to the three air journeys made to Gothenburg from this country, and remarked that each occupied less than eight flying hours. The distance was about 800 miles. As to aviation generally in Sweden, Sir Samuel Hoare indicated that the Swedish authorities were now contemplating considerable developments.

The country, with its many bays and large number of islands, was particularly adapted for seaplanes and also for the purposes of aviation in the Baltic generally. He was inclined, therefore, to think that the main aviation develop-

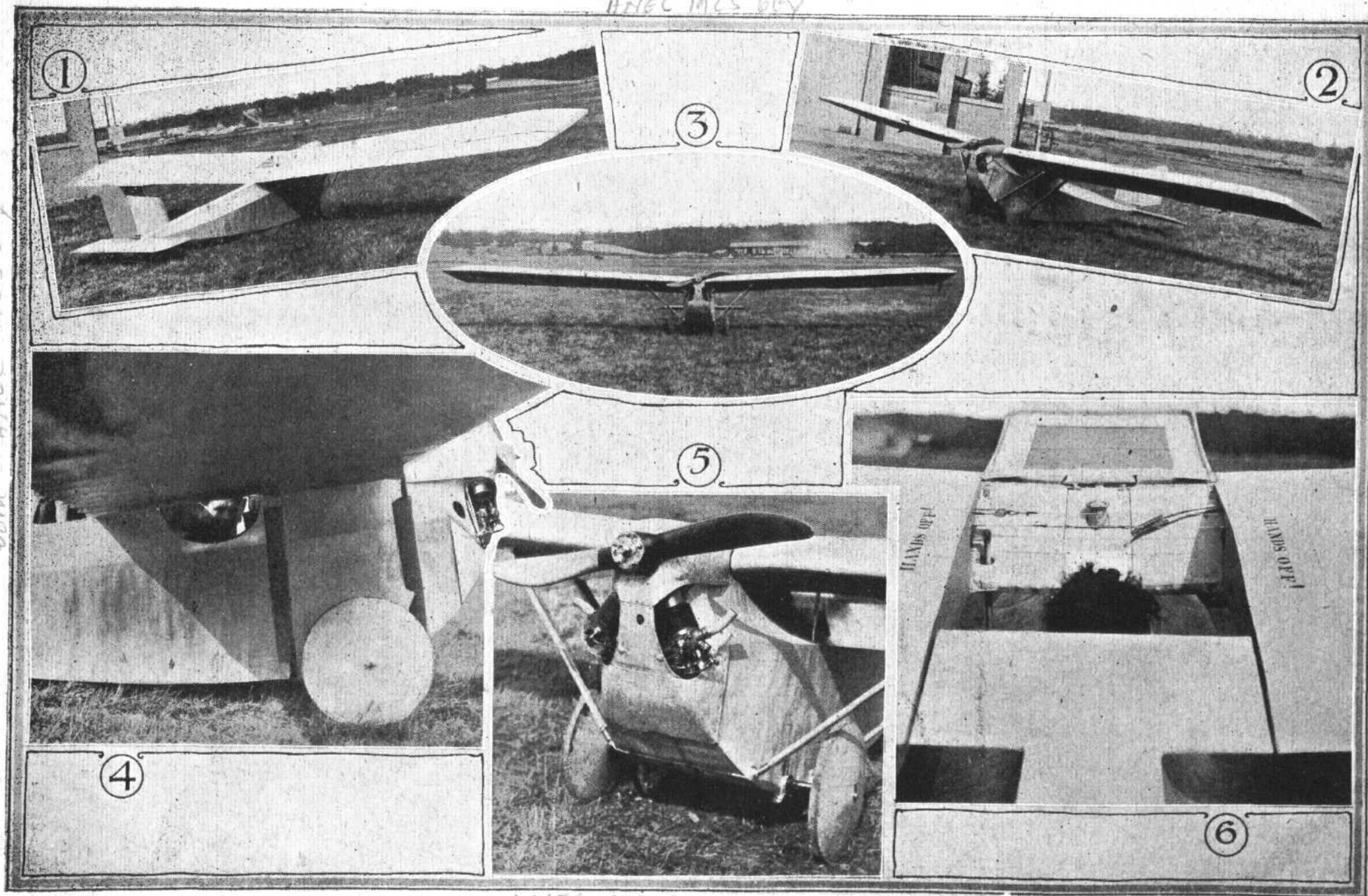
ment in Sweden would be on the lines of either amphibians or seaplanes—or, anyhow, machines that could land upon water.

A project in which Sweden was particularly interested at present, the Air Minister said, was the improvement of postal communications between Scandinavia and London. "I went to Stockholm," he said, "where I had the opportunity of discussing the question with the Director of Swedish Posts, and there is to be a conference in the autumn, probably at The Hague, at which the Scandinavian Powers and the Dutch will probably be present for the purpose of seeing whether it would not be possible to organise the present civil air route beyond Hamburg to Sweden, and by this means make the post between London and Scandinavia a regular matter of a day and a half. Sweden attaches great importance to this question at the present time, when, owing to the dislocation in Germany and Central Europe, mails by land are being so constantly delayed and held up. The Dutch Government will probably summon the conference." Sir Samuel said that the conference would probably be in November, and he hoped that the report of a Joint Committee on the Post Office and the Air Ministry would be then available.



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0313



THE A.N.E.C. LIGHT 'PLANE, 700 c.c. BLACKBURNE ENGINE: 1, Three-quarter rear view. 2, Three-quarter front view. 3, Front view, showing dihedral. 4, View under the wing, showing clear field of vision obtained. 5, The engine mounting and undercarriage. The engine is inverted. The wheels are entirely of wood, and weigh but 4 lbs. 2 oz. each. 6, Looking into the cockpit from above. The triangular section spar contains the petrol tank. A transparent cover is placed over the cockpit when the machine is flying.

# PRIZE AWARDS AT GOTHENBURG

The following list of prize awards in connection with the various competitions at Gothenburg are translated from the Swedish press, but, we not having so far received them officially, their accuracy cannot be guaranteed:—

## A.—Premium Flying

One Sw. krona for each kilometre in a straight line from the start-point to Torslanda. All competitors who arrived from Rotterdam get a premium of 815 Sw. kronor.

Norman MacMillan, Bristol Fighter, Jupiter 450 h.p.: 1,215 Sw. kronor.

L. Lier, Caspar Seaplane, Maybach, 260 h.p.: 660 Sw. kronor.

## I.—Arrival Competition

1st Prize.—The Honour Prize of H.M. the King and 10,000 Sw. kronor, the prize of Gothenburg City: Löjtnant Söderberg, Breguet 14 B.2, Renault, 300 h.p., lost 1.14 points.

2nd Prize.—Presented by the Royal Swedish Aero Club in Stockholm and 5,000 Sw. kronor, the prize of Mr. Dan Broström: Mr. B. Grasse, Fokker C.IV, Napier "Lion," 450 h.p., lost 14.16 points.

3rd Prize.—By the Svensk Engelska Mineral Olje A.-B. and 3,000 Sw. kronor: W. Zimmermann, Junker aeroplane, 185 B.M.W., lost 19.23 points.

4th Prize.—By the Väst kustens Petroleum A.-B.: Mr. Cobham, de Havilland 50, Siddeley "Puma," lost 22.55 points.

5th Prize.—By Direktör Ivar Jakobsson: Major Hemming, de Havilland 9, Rolls-Royce, 275 h.p., lost 28.14 points.

Extra Prize.—For the first man over the goal line, 4,000 Sw. kronor: Löjtnant Söderberg.

Extra Prize.—1,000 Sw. kronor: H. Thiedemann, Junker seaplane, B.M.W., 185 h.p., lost 45.74 points.

## II.—Competition for Commercial Aeroplanes

1st Prize.—Presented by H.K.H. the Crown Prince, and 15,000 Sw. kronor (Jubileumsutställningens 10,000, and Svenska Kullager 5,000): Mr. Cobham, de Havilland 50, Siddeley "Puma," 240 h.p., 999 points.

2nd Prize.—By the Göteborgs Handels & Sjöfartstidning, and 5,000 Sw. kronor: Zimmermann and Strasser, Junker aeroplane, B.M.W., 185 h.p., 929 points.

3rd Prize.—By the Svenska Hamnförbundet, and 3,000 Sw. kronor: Eichler and Thiedemann, Junker seaplane, B.M.W., 185 h.p., 905 points.

## III.—Competition for Sporting and Touring 'Planes, with motors of less than 110 h.p.

1st Prize.—By Landshövding von Söudow, and 5,000 Sw. kronor, the prize of Svenska Kullager Fabriken: Bucker, Heinckel H.E.III, Siemens, 110 h.p., 837.3 points.

2nd Prize.—By the Royal Swedish Aero Club, and 3,000 Sw. kronor: Strasser, Junker school aeroplane, Siemens, 80 h.p., 821.5 points.

3rd Prize.—By the Royal Swedish Aero Club, and 2,000 Sw. kronor: Zimmermann, Junker 3 persons, Siemens, 80 h.p., 795.3 points.

4th Prize.—By the Royal Swedish Aero Club: Ballod, Dornier "Libelle," Siemens, 80 h.p., 760.2 points.

5th Prize.—By the Royal Swedish Aero Club: Raab, Stahlwerk Mark, Hacke, 30 h.p., 714.2 points.

6th Prize.—Carnanico, Stahlwerk Mark, Hacke, 30 h.p., 680.6 points.

7th Prize.—Gauron, Caudron, Anzani, 50 h.p., 677 points.

8th Prize.—Münich, Caspar C.L.E.II, Siemens, 80 h.p., 512.2 points.

## IV.—Competitions open only to Swedish Air Force

### Honour Prize of John Lithander

1st Prize.—Challenge Cup, the prize of the Royal Swedish Aero Club in Gothenburg, the prize of Direktör Herman Hirsch, one 160 h.p. Mercedes engine, and John Lithander's prize, 3,000 Sw. kronor: Löjtnant Bång, 299.2 points.

2nd Prize.—By the Society of British Aircraft Constructors, and John Lithander's prize, 2,000 kronor: Löjtnant Zachrisson, 289.7 points.

3rd Prize.—By Miss Anna Andrén, and John Lithander's prize, 1,000 Sw. kronor: Löjtnant Aberg, 288.9 points.

4th Prize.—By Veckojournalen: Löjtnant Hinnersson, 281.2 points.

5th Prize.—By the Floreat Metallwerke: Löjtnant Söderberg, 287.9 points.

1st Prize for N.C.Os. and men.—The prize of Direktör Sjöstedt: Sgt. Cornelius.

Extra Prize.—By the Bristol Aeroplane Company: Furir Linder.

## VI.—Patrol Flying (Aeroplanes)

1st Prize, Swedish Squadron.—Chief, Löjtnant Gärdin, who received the honour prize of the Royal Aero Club in Malmö. Other officers: Löjtnant Ström, who received the honour prize of Göteborgs Flyghamns A.-B.; Löjtnant O'Konor, who received the honour prize of Mrs. Mimmi Högman; Löjtnant Norberg, who received the honour prize of Direktör Herman Rasch; Löjtnant Hinnersson, who received the honour prize of Eng. Rolf Nobel.

1st Prize, Dutch Squadron.—Chief, Löjtnant Versteegh, who received the honour prize of Colonel Amundson. Other officers: Löjtnant van Werden Poelman, the honour prize of Direktör Wendel; Löjtnant Jungbloed, who received the honour prize of Direktör Ljungquist; Serg. van der Griend, who received the honour prize of Löjtnant Ljungberg; Serg. Bakkenes, who received the honour prize of Major A. Amundson.

## Seaplanes

1st Prize, Swedish Squadron.—Chief, Löjtnant Thornberg, who received the prize of the Svensk Motortidning. Other officers: Löjtnant Krook, who received the prize of Sir Henry White Smith, C.B.E.; Löjtnant Palm, who received the prize of the Bristol Aeroplane Company.

## VI (B).—Relay Flying

1st Prize, Dutch Squadron.—Löjtnant Versteegh, the prize of Häradshövding Carl Frisk; Löjtnant van Werden Poelman, the prize of Consul General Bratt; Löjtnant Jungbloed, the prize of Försäkrings A.-B. Atlantica.

## VI (C).—Altitude Competition (Aeroplanes)

1st Prize.—By Direktör Hasselblad: Löjtnant Norberg, 7,314 metres.

2nd Prize.—By Captajn Jakobsson: Löjtnant Lillier, 7,242 metres.

3rd Prize.—By Juvelerare K. Andersson: Mr. Bakkenes, 7,055 metres.

## Altitude Competition (Seaplanes)

1st Prize.—By Göteborgs Restaurant A.-B.: Löjtnant Krook, 6,649 metres.

## VI (D).—Bombing

1st Prize.—By Sir Henry White Smith, C.B.E.: Löjtnant Hard.

2nd Prize.—By Sir Henry White Smith, C.B.E.: Löjtnant Nernst.

3rd Prize.—By Sir Henry White Smith: Löjtnant Christell.

4th Prize.—By Sir Henry White Smith: Löjtnant Svensén.

## VI (E).—Dropping Mails by Parachute

1st Prize.—By Direktör Gösta Nordgren: Löjtnant Backman.

2nd Prize.—By the Bristol Aeroplane Company: Volunteer 1215 Engineers Corps III Andersson.

3rd Prize.—By the Bristol Aeroplane Company: Captajn Forsblad.

4th Prize.—By the Bristol Aeroplane Company: Löjtnant Wrangel.

## Remembrance Prizes

"Remembrance" prizes were given to the foreign squadrons which flew to the competitions, namely:—

British Squadron.  
Danish Squadron (land).  
Danish Squadron (sea).  
French Squadron.  
Dutch Squadron.

Lieut. Moraglia received the prize given by Löjtnant Florman for the first French officer who arrived in Gothenburg.

The following "remembrance" prizes were given for stunt flying:—

Mr. Fokker	..	Prize of Direktör Axel Johnsson, Jr.
Mr. Bird	..	" Kammarherre Ahlsell.
Mr. Courtney	..	" Ullgren & Friman.
Mr. Versteegh	..	" Mrs. Margit Ekegårdh.
Mr. Norman MacMillan	..	" Hovjägästare Helge A. son
		" Johns.
Löjtnant Thörnblad	..	" Sir Henry White Smith.





## AIRCRAFT APPRENTICES FOR THE ROYAL AIR FORCE

THE Air Ministry states that the decision of the Government to increase the strength of the Royal Air Force for Home Defence purposes necessitates the engagement of aircraft apprentices, who will be trained as skilled craftsmen, in largely increased numbers.

For the entry in January next approximately 950 boys of a good class will be required. The selection to fill these vacancies will be made on the results of two competitive examinations, which are conducted respectively by the Civil Service Commissioners and by the Air Ministry in conjunction with the local educational authorities throughout the country.

Candidates must be physically fit and be between 15 and 16½ at the time of entry, although in the case of the Air Ministry examination the upper age limit is, under certain conditions, extended to 17 years.

The syllabus, which is the same in both examinations, consists of mathematics, experimental science, English and a general paper, and has been designed to be suitable for boys still at school and following a normal course of instruction.

The closing date for entries for the Civil Service examination is August 30. This examination will be conducted by the Commissioners at the following centres: London, Birmingham, Belfast, Chatham, Edinburgh, Plymouth and Portsmouth. Applications to sit this examination should be made at once to the Secretary, Civil Service Commission, Burlington Gardens, London, W. 1. The entry fee is 5s.

The Air Ministry examination is confined to boys nominated by the local education authorities of the country and by the governing bodies of certain approved schools and associations. The closing date for entry is October 2. For this examination there is no entry fee.

Boys who are still at school, who wish to compete in the Air Ministry examination, should make application to their headmasters with a view to securing a nomination from the Educational Authorities responsible for the school. In the case of boys who have left school, application may be made to the Advisory Committee for Juvenile Employment in the area, while Boy Scouts can apply to the authorities of the Boy Scout Association, and Territorial Cadets to the officer commanding their unit.

When appointed as aircraft apprentices boys are given three years' training in a skilled trade and general education by civilian schoolmasters during this period up to the standard of a good technical school. The principal trades open to boys, who are invited in advance to indicate their preference, are carpenter-rigger, fitter, coppersmith, wireless operator, mechanic, electrician, instrument maker and draughtsman. In assigning boys to the various trades every endeavour is made to give effect to each boy's individual preference, the wishes of the boys in this respect being considered in the order of their position on the examination list.

During the period of training there is careful supervision of health and general welfare, medical attendance, religious instruction from the chaplains of several denominations, and recreation facilities. Six weeks' annual leave is granted.

Pay is given, under existing regulations, at 1s. 6d. a day until the age of 18 and then at 3s. a day until the course is completed. At the end of the course the aircraft apprentice must sit a passing-out examination for promotion to the rank of leading aircraftsman, with pay varying from 5s. 2d. to 5s. 6d. per day. The above rates may be subject to revision in the immediate future. Those boys who do not qualify for the highest grade will be appointed as aircraftsmen with slightly lower commencing rates of pay.

A certain number of the leading apprentices are sent on completion of their course to the Royal Air Force Cadet College for training as commissioned officers. Others are given an advanced course, and are eventually appointed N.C.O.s. with the rank of Corporal. There is also a reasonable chance of selection for a further number to qualify later in flying to become airmen pilots, and generally there is an opportunity for promotion to the senior N.C.O. and warrant officer ranks and later to commissioned rank.

Headmasters and others interested in the scheme can obtain copies of the regulations for entry (A.P. 134) on application to the Secretary, Air Ministry, Kingsway, W.C. 2.

### The Blackburn "Swift" Gives a Demonstration

On Monday of this week a demonstration was given by Mr. R. W. Kenworthy, on a Blackburn "Swift" torpedo-plane with Napier "Lion" engine, of torpedo-dropping. The demonstrations, which were witnessed by representatives of the Air Ministry, of the Navy, and of several foreign powers, were entirely successful, the dummy torpedo being launched at a speed of about 120 knots.

## THE AERIAL DERBY.

### Official Results.

No. and Mark.	Entrant and Pilot.	Aeroplane.	Engine.	Nett Flying Speeds = M.P.H.				Complete Course.	M.P.H.	Order Fastest Time.	Order Handicap.
				First Circuit.	Second Circuit.	h.m. s.	h.m. s.	h.m. s.			
1. G-EBCA	A. T. Renno (A. T. Renno)	S.E.5A	80 h.p. Renault	1 36 2	1 37 32	51.52	1 14 12.6	2 51 44.6	69.87	9	9
2. G-EAUM	Sir William Lettis, K.B.E. (B. Hinkler)	Avro Baby	35 h.p. Green	1 24 14	1 9 23	86.48	—	—	—	—	—
3. G-EADB	E. A. D. Eldridge (J. R. King)	Sopwith Gnu	110 h.p. Le Rhone	1 13 17	1 11 8	84.35	1 17 3.6	2 28 11.6	80.98	8	8
4. G-EBEQ	George Heath (Flight-Lieut. J. W. Woodhouse, D.S.O., M.C.)	Boulton and Paul P.9	90 h.p. R.A.F. 1A	1 10 59	1 5 46	91.23	1 5 15.4	2 11 1.4	91.59	7	3
5. G-EAMZ	W. M. W. Thomas (W. M. W. Thomas)	Avro 504 K	130 h.p. Clerget	0 57 26	N.S.	—	—	—	—	—	—
6. G-EAPR	A. V. Roe (Capt. H. A. Hamersley)	Avro Viper	200 h.p. Wolseley	0 51 38	0 55 2	109.02	0 54 54	1 49 56	109.16	6	1
7. G-EBDK	F. P. Raynham (F. P. Raynham)	Martinsyde F.6	Viper	0 38 53	0 51 21	116.85	0 48 44.6	1 40 5.6	119.89	5	4
8. G-EBDO	Alan S. Butler (Major H. Hemming, A.F.C.)	D.H.37	Viper	0 38 1	0 52 8	115.09	—	—	—	—	—
9. G-EBGC	Lieut.-Col. M. O. Darby, O.B.E.	D.H.9A	275 h.p. Rolls-Royce	0 38 1	0 52 8	—	—	—	—	—	—
10. G-EBGX	Lieut.-Col. John Barrett-Lennard, C.B.E. (F. T. Courtney)	D.H.9A	350 h.p. Rolls-Royce	0 33 54	0 47 0	127.66	0 46 40.2	1 33 40.2	128.11	4	2
11. G-EBEZ	Major Vernon Bradshaw (Capt. C. D. Barnard)	D.H.9	450 h.p. Napier Lion	0 20 37	—	—	—	—	—	—	—
12. G-EAKI	T. O. M. Sopwith (Flight-Lieut. W. H. Longton, D.F.C., A.F.C.)	Sopwith-Hawker	450 h.p. Napier Lion	0 18 37	0 40 46	147.18	0 40 35.2	1 21 21.2	147.50	3	6
13. G-EAXZ	Gloucestershire Aircraft Co. (L. L. Carter)	Gloster	400 h.p. Bristol Jupiter	0 7 4	0 36 35	164.01	0 36 34.6	1 13 9.6	164.02	2	7
			450 h.p. Napier Lion	Scratch	0 31 18	191.69	0 31 5	1 2 23	192.36	1	5

# LIGHT 'PLANE AND GLIDER NOTES

THE first of the light 'planes being built by Handley Page, Ltd., and designed by Capt. Sayers, is now finished and ready for test. In fact, by the time this week's issue of FLIGHT reaches our readers the machine will probably have been flown. Generally speaking, this machine resembles the Courtney-Sayers-Wright glider built for Itford last year, but the fuselage is not quite so deep, and the wing construction is slightly different so as to ensure good resistance to torsional loads. The engine is an A.B.C. two-cylinder, flat twin, similar to that fitted on the "Wren," and mounted in a somewhat similar position. A novel feature is that slotted ailerons of the Handley Page type are fitted. The second type being built is of more novel design, but at present it would scarcely be fair to give too many particulars of it.

REFERENCE was made in last week's issue to the first flying tests of the A.N.E.C. light 'plane built by the Air Navigation and Engineering Company of Addlestone and designed by Mr. W. S. Shackleton. It was also stated that certain minor modifications were required, and these have now been carried out. The main alteration was the substitution of a larger rudder. It had been anticipated that this might be necessary, and, as a matter of fact, one had already been made and was ready to be put on. It was found, on the first flight, that, although the original rudder was powerful enough at all flying speeds, right down to the stalling point, it was not sufficiently effective when taxi-ing. The larger rudder has now been fitted, and the machine handles extremely well both in the air and on the ground.

MR "JIMMY" JAMES flew the machine again on Friday of last week (August 24), although the weather was far from favourable. However, he managed to get in a flight of about 29 minutes' duration, in the interval between two storms. He quickly climbed to 1,600 ft., and then cruised around testing the controls, etc. On this flight calibrated instruments, (Smith's) were fitted, and it was ascertained that the machine does definitely do her 75 m.p.h. with the engine running at 2,400 r.p.m. The landing speed works out at about 3 m.p.h. less than the calculated (on a base of maximum lift coefficient), proving that the cushioning effect of wings and fuselage affects the lift.

FROM Addlestone it is reported that a club has been formed, under the title the Addlestone Glider Club, by a number of local men, and that one of the first objects of the newly-formed club will be to raise money for the purchase of one of the small A.N.E.C. light 'planes, with a view to entering the machine for the forthcoming competitions at Lympne. This is an excellent idea, and one which deserves to be emulated by other districts. We shall be pleased to give space in FLIGHT (within reason) for communications relating to the formation of such clubs, but if anything is to be done in time for the October competitions there is no time to lose, as it will necessarily take at least a month to build a complete machine, with spares, etc.

THE Vauville light 'plane and glider experiments have now closed, and, although no very startling performances have been put up, several types, both among the light 'planes and pure gliders, have done good work. We have not the space to give a complete diary of all the flights which have taken place, but a few of the more important events seem to merit a brief reference.

On August 17 Simonet, on the Belgian Poncelet glider, took the opportunity afforded by a westerly wind and made a glide of 47 mins. 35 secs. duration. The merit of the flight lay not so much in the actual time as in the way Simonet handled the machine. When he first took off he rapidly climbed to about 500 ft. above his starting point. For a considerable time he manœuvred backwards and forwards, and then turned down wind and made for the landing ground. Coming in over the hangars he glided along about 3 ft. from the ground until he got to the edge of the cliff, when he again rose to 300 ft. or so. The onlookers all agreed that the performance gave the impression of having been done on a power-driven machine.

LATER in the day Descamps brought out one of the Dewoitine gliders and started on a flight. As soon as the machine was in the air it was seen that something was wrong.

The machine did not seem to respond to the controls, and sailed between two trees, leaving its wings behind, the fuselage, with Descamps on board, carrying on for a few feet and then crashing, fortunately without serious damage to the pilot.

THE next day, August 18, Simonet, on the Poncelet, made a glide lasting 1 hr. 2 mins. 3 secs. Shortly after he had landed Maneyrol, on the Peyret tandem monoplane glider, took off and succeeded in remaining up for 2 hrs. 13 mins. 35 secs. Maneyrol came in over the aerodrome and landed 40 yards from his hangar.

On August 19 the duel between Simonet and Maneyrol was continued. The Belgian pilot was the first to start, taking off at 8.30 a.m. After flying for one hour he had to land on the sands, having got too far out over the sea, thus losing the rising current. In the afternoon, shortly after two, Simonet took off again, followed some time afterwards by Maneyrol. The two machines flew backward and forward, the Poncelet keeping about 150 ft. above the Peyret all the time. This confirms the theoretical considerations which suggest that the "finer" a glider is the higher above the hillside will it be able to soar. Maneyrol was the first to land, having been in the air 2 hrs. 39 mins. 41 secs. Simonet landed shortly afterwards, having been up for 2 hrs. 58 mins. 13 secs. On this day a series of short flights in the nature of true soaring were made by Lefort on the Landes glider. On the last of these, made over the sands, Lefort remained up 39 secs., flying against the wind. He could have continued had not the proximity of the sea forced him to land. If the performance is homologated it appears to have been the first dynamic soaring flight made at Vauville.

A VERY fine flight was put up by Simonet on the Poncelet glider on August 21, when he remained up for 4 hrs. 6 mins. He was, however, beaten by Maneyrol on the Peyret, who stayed up for 4 hrs. 12 mins.

THE duration "record" was beaten, on August 22, by Barbot on one of the Dewoitine gliders, who succeeded in remaining aloft for 6 hrs. 4 mins. 2 secs. In the "economy" flights on light 'planes Maneyrol flew for 22 mins. 23 secs. on the Peyret light 'plane monoplane, using 0.6 litres (just over a pint) of petrol. Barbot, on one of the Dewoitine light 'planes, had consumed, on the previous day, 1.2 litres (just over 1 quart) in 29 mins. 30 secs.

NOT in connection with the Vauville meeting at all, but as an independent effort at the Farman aerodrome at Toussus-le-Noble, M. Drouhin on August 23 reached an altitude of 3,500 m. (11,500 ft.) on a Farman light 'plane, fitted with a Sergeant engine of 14 h.p., thereby beating the record previously established by Coupet on the same type of machine (3,100 m.). At present no records for low-power aeroplanes are recognised, but doubtless the F.A.I. will create a new set of rules for this class of machine, once a decision as to what constitutes a light 'plane has been come to.

THE "record" established by Drouhin on August 23 was not allowed to stand for long. On August 25 Maneyrol, on the Peyret monoplane light 'plane, reached a height of 3,830 m. (12,600 ft.), taking 54 mins. to do it, and being in the air altogether 1 hr. 23 mins. 29 secs.

THE last day of the Vauville meeting was not favoured with very good weather, rain squalls being the order of the day. Nevertheless, Lieut. Thoret did a distance of 8.25 km. (5.12 miles), finishing up by alighting in the sea and having to swim ashore, while Maneyrol, on the Peyret light 'plane, covered a distance of 19 miles in 19 mins. 50 secs., an average of 57.6 m.p.h.

At the end of the Vauville meeting it was announced that the prize-winners were as follows:—

## GLIDER CLASS

Longest Flight.—1, Barbot (Dewoitine), 6 hrs. 4 mins. 2 secs.; 2, Maneyrol (Peyret), 4 hrs. 20 mins. 13 secs.; 3, Simonet (Poncelet), 4 hrs. 6 mins. 20 secs.; 4, Thoret (Bardin), 2 hrs. 58 mins. 35 secs.

Total Time in the Air.—1, Simonet (Poncelet), 24 hrs.



25 mins. 8 secs.; 2, Maneyrol (Peyret), 15 hrs. 9 mins. 53 secs.; 3, Barbot and Descamps (Dewoitine), 10 hrs. 24 mins. 6 secs.; 4, Thoret (Bardin), 5 hrs. 12 mins. 45 secs.

*Altitude.*—1, Simonet (Poncelet), 951 ft.; 2, Descamps (Dewoitine), 876 ft.; 3, Thoret (Bardin), 495 ft.; 4, Maneyrol (Peyret), 464 ft.

*Longest Distance in a Straight Line.*—1, Thoret (Bardin), 5 miles 273 yards; 2, Simonet (Poncelet), 3 miles 109 yards; 3, Descamps (Dewoitine),  $1\frac{1}{2}$  miles.

*Dynamic Flight in Horizontal Wind.*—The brothers Landes (Pigeon Bleu), 39 secs.

#### LIGHT 'PLANE CLASS

*Fuel Economy Competition.*—1, Maneyrol (Peyret),  $12\frac{1}{2}$  miles, in 22 mins. 23 secs., with 675 centilitres of petrol; 2, Descamps (Dewoitine),  $12\frac{1}{2}$  miles, in 22 mins. 35 secs., with 765 centilitres of petrol; 3, Barbot (Dewoitine),  $12\frac{1}{2}$  miles, in 29 mins. 30 secs., with 1,125 centilitres of petrol.

*Altitude.*—1, Maneyrol (Peyret), 12,562 ft.; 2, Barbot (Dewoitine), 8,036 ft.

*Highest Speed for 19 Miles.*—1, Maneyrol (Peyret), 19 mins 50 secs.; 2, Descamps (Dewoitine), 24 mins.

*Highest and Lowest Speed for  $1\frac{1}{2}$  Miles and Back.*—1, Maneyrol (Peyret), 3 mins. 45 secs. and 10 mins. 42 secs.

\* \* \*

FROM the German glider competition in the Rhön mountains there is at present little to relate. It seems that up to the present the new glider built for Herr Martens by the Prometheus works looks the most promising. The "Strolch," as the machine is called, is a monoplane, with a span of 46 ft., a height of 4 ft., and a length of 14 ft., and the area is approximately 150 sq. ft. Incidentally, the sad news has been received that the famous "Vampyr," on which last year Martens and Hentzen put up such wonderful flights, has been completely "deleted" by a beginner. As the first machine really to show the possibilities of gliding, the "Vampyr" naturally claimed a great deal of sentimental affection, and we regret her untimely death.

## REFUELLING DURING FLIGHT

### 324 Gallons Transferred to American Aeroplane

WHEN the experiment was first tried of transferring petrol from one aeroplane to another during flight the performance was generally looked upon as more or less a "stunt." That the refuelling during flight of one aeroplane from another has now reached the stage where it is of very practical use, even if the method can scarcely be said to be perfect as yet, was demonstrated recently in America, when, during a flight lasting close on 24 hours, no less than 324 gallons of petrol and oil were transferred from one machine to another. For the following account of this astonishing performance we are indebted to our American contemporary *Aviation* :—

The following interesting particulars are now on hand regarding the endurance attempts made June 28 at Rockwell Field, Cal., by First Lieuts. Lowell H. Smith and John P. Richter, A.S., when they remained in the air 23 hrs. 48 mins. While the two fliers did not succeed in breaking the existing world's duration record of 36 hrs. 4 mins. 31 secs.—made with the Army Fokker T.2 by Lieuts. Oakley G. Kelly and John A. Macready, April 17-18 last—they set up on June 28 new marks for speed over approved distances, covering 2,500 km. in 18 hrs. 15 mins.  $8\frac{3}{4}$  secs., and 3,000 km. in 22 hrs. 3 mins.  $41\frac{3}{4}$  secs. It is not known whether this performance was officially observed by officials of the National Aeronautic Association in order that it may be submitted to the Fédération Aéronautique Internationale. Although this flight introduced the novelty of the airplane being refuelled in flight, there is no provision in the F.A.I. Rules prohibiting it.

Lieuts. Smith and Richter used a special D.H.4, which had been remodelled at the Rockwell Air Intermediate Dépôt. This 'plane has an extra gas tank back of the rear cockpit, fitted with a large opening to allow gas to be delivered from a 'plane flying above, and gasoline, oil and food can be delivered while in flight. Several tests were made, and gasoline was successfully transferred to this ship from a De Havilland 4 B.1 'plane, piloted by Lieut. Virgil Hine, assisted by Lieut. Frank W. Seifert, A.S. The servicing ship is also equipped with special fittings, and a 50 ft. length of hose, with a quick acting shut-off valve, enables the aviators to make contact while flying, 50 ft. above. This was successfully carried out on the morning of June 27, and two contacts were made, 25 galls. of gasoline being delivered at one time and 50 galls. the next, but owing to the burning out of the generator on the endurance plane, Lieuts. Smith and Richter were forced to land at Rockwell Field at 10.22 a.m., having been in the air 6 hrs. 38 mins.

Lieuts. Smith and Richter were very much disappointed over their failure, but determined to accomplish the results for which they had set out, and after installing a new generator

and making a few minor changes stood by for the second attempt, which started at 4.44 a.m. the morning of the 28th. During the first twenty laps of the 50 km. course fuel was delivered to them twice, while flying at approximately 90 m.p.h. During the day 294 galls. of gasoline were delivered to the speeding 'plane and 15 galls. of oil. Water and food were also sent up and successfully passed to Lieut. Richter, and by night-fall everything was working fine and the two aviators settled down for the all-night steady grind before them. Fuel enough to run until after 4.00 a.m. of the 29th had been taken aboard late in the evening, and a full moon rose over the city, making the visibility excellent for night flying. Pylon 2 located at the old South Spot on North Island had been connected by telephone, and at this point all messages from the fliers were received, communication being carried on by messages being dropped in small message bags and transmitted to Headquarters by 'phone. Messages were also given the aviators by the refuelling ship and a telegram filed in Los Angeles at 9.40 a.m. was delivered to Lieut. Smith in mid-air before noon. During the night several messages were dropped reporting everything working fine, and up to 3.00 a.m. nothing had happened to cause any worry on the part of the fliers or the timer stationed on the triangular course. At 3.00 a.m. in the morning of the 29th, a heavy fog bank rolled in from the sea which caused Lieut. Smith to change his course from the 50 km. certified speedway to an inside course of 25 km. At 4.00 a.m. Lieuts. Hine and Seifert went aloft with fuel, and at 4.30 made contact, but owing to the heavy fog, which by this time formed a thick blanket over the entire course, they were forced to make several attempts before 15 galls. of gasoline could be delivered to the 'plane, and ten minutes later the De Havilland was forced down on the mud flats east of North Island, approximately half way between Rockwell Field and Coronado, due to the reserve gasoline tank failing to function properly. Neither of the aviators were injured, and the big De Havilland was but slightly damaged, due to the expert handling.

During the flight 309 galls. of gasoline, 15 galls. of oil and two hot meals were delivered to the racing 'plane.

Just as we go to press it is reported from San Diego, California, that Lieutenants Smith and Richter commenced another attempt at the world's duration record on August 27. At the time the report was issued the aviators had already been in the air for about 25 hours, and during that time fuel and food supplies had been transferred to them from another machine. On one occasion the petrol supply only just reached them in time, as they were about to descend with their tank nearly empty when contact was made with the "tanker."

#### The Trans-Mediterranean Competition

This competition, known as the "Course Croisière de la Méditerranée," opened on Saturday of last week, August 25, and closes on Sunday, September 2. The outward journey will start from St. Raphael, the objective being Bizerta, in Tunis, with compulsory alighting at Ajaccio *en route*. The return journey from Bizerta will also be made *via* Ajaccio, but the machines do not finish at St. Raphael, having to continue on to Berre, near Marseilles. Ten machines have been entered for the competition, their main characteristics

being as follows: C.A.M.S., two machines, twin-engined, 520 h.p.; weight loaded, 9,000 lbs. Oné Blériot-Blanchard four-engined, 720 h.p.; weight, 8,000 lbs. One Blanchard twin-engined, 520 h.p.; weight, 8,000 lbs. One Bellanger Frères twin-engined, 520 h.p.; weight, 8,300 lbs. One Bellanger Frères twin-engined, 600 h.p.; weight, 8,350 lbs. One Schreck F.B.A. single-engined, 180 h.p.; weight, 2,500 lbs. One Schreck F.B.A. single-engined, 140 h.p.; weight, 2,460 lbs. Two Société Aéronavale, type Liore et Olivier twin-engined, 280 h.p.; weight, 5,500 lbs.

## NATIONAL AIR TRANSPORT

IN connection with the formation of the proposed National Aviation Company, and the various statements which have appeared lately, Mr. G. Holt-Thomas on August 23 issued the following letter to the lay Press:—

"Although I deprecate publicity concerning a proposal which is still under the consideration of the Government, so many inaccuracies have been circulated in the Press that it is perhaps better to state what I know of the matter. Some months ago a report was issued by the committee appointed by Sir Samuel Hoare, under the chairmanship of Sir Herbert Hambling. This report recommended the establishment of one important company to deal with British civil aviation, with a capital of £1,000,000, of which £500,000 should be subscribed. At a later date Sir Samuel Hoare called together the existing companies, four in number, and stated that he wished them to combine together and join in such a company when formed. For some time I had been advising the companies to the same effect, and Sir Samuel Hoare's direct expression of opinion, of course, settled the matter. It was suggested to me, as a purely independent person, in no way connected with any of them, that I should draw up a scheme in which they could all join. The first question was the large capital of £1,000,000, with £500,000 issued. This difficulty was immediately cleared away by the patriotic action of a firm of the highest standing, who agreed to guarantee the money, without any remuneration whatever, and even to bear the legal, printing, and other expenses, subject, of course, to a satisfactory agreement being arrived at between the new company and the Government. The Handley Page Transport Company, operating the London-Paris-Zurich routes; the Daimler Airway, operating the London-Manchester and Amsterdam-Berlin; and the British Marine Air Navigation Company, operating Southampton-Cherbourg and Southampton-Channel Islands, without any reservations whatever agreed to throw in their lots, as the Air Minister had requested, with a national company; and the managing directors of such companies have been most helpful in setting aside all individual and personal interests. The Instone Air Line, however, would not agree to join in without such reservations as were clearly impossible in a company of national importance and aspect.

"Having arrived at this stage, the three companies mentioned above requested me to submit a proposal to the Air Minister, which has been done. There is no 'patent' in this proposal, which I really object to being called mine. It simply embodies clauses necessary to the proposal, such as minimum mileage to be flown, zones of operation, provision of capital, limitation of dividends, subsidies to be paid, and the method of repayment to the Government, etc., and no individual or firm enjoys any special privileges. Messrs. Instone have apparently put in a proposal of their own, and on their own behalf only, which has not been submitted to the other companies, and

have, according to the Press, secured the services of Lord Invernairn as chairman before their scheme is accepted. The proposal embodies, as a board, representation of the operating companies, two directors nominated by the Government, and two directors whose names must be approved by the Government. Many meetings have taken place at the Air Ministry to discuss details of the proposal, and it has always been understood that, on the details being approved, the names of two independent directors of eminence would then be submitted.

"Finally, I may say that I am entirely disinterested and independent. I have no connection with any operating company, and I have made it quite clear in all quarters that I have no intention of joining the new company. I do, however, sympathise with the position of the three companies who at once acted on the Air Minister's expressed wishes in agreeing to join a national scheme which is opposed by a scheme put forward by the one company who did not so act. The three firms have always been willing that Messrs. Instone should join the new company on similar terms to themselves, and so intimated to the Director of Civil Aviation as lately as Monday last."

To this communication, Sir Samuel Instone replied on August 24 as follows:—

"I have seen with considerable surprise Mr. G. Holt-Thomas's letter and interview in today's issue of your paper respecting the attitude of my firm, some of which are totally untrue and misleading. I am equally surprised to read that he puts himself forward as an independent and disinterested party, but in view of the Air Ministry's wish that in the best interests of the country in general and civil aviation in particular the parties should endeavour to agree upon a joint scheme, I do not propose to say or do anything which might imperil the success of some of the present negotiations. Consequently I, with great reluctance, refrain from answering in detail his insinuations and setting my company's position before the public at this stage. I cannot see what good purpose Mr. G. Holt-Thomas is serving at present by his letters and interviews with the Press, unless it is to attempt to embarrass or force the hands of the Government."

On August 25 with reference to the above, Lieut.-Col. J. Barrett-Lennard, on behalf of Handley Page Transport, Ltd., Daimler Hire, Ltd., and British Marine Air Navigation Company, Ltd., wrote:—

"In justice to a very patriotic person, and one of the pioneers of aviation, we desire to affirm that Mr. Holt-Thomas has no interest in the past, present, or future of Handley Page Transport, Ltd., Daimler Hire, Ltd., and British Marine Air Navigation Company, Ltd. Moreover, as is on record at the Air Ministry, he has firmly refused to be considered as a director on the board of the new National Aviation Company."

[In our leader we make reference to the formation of the proposed National Company.—ED.]



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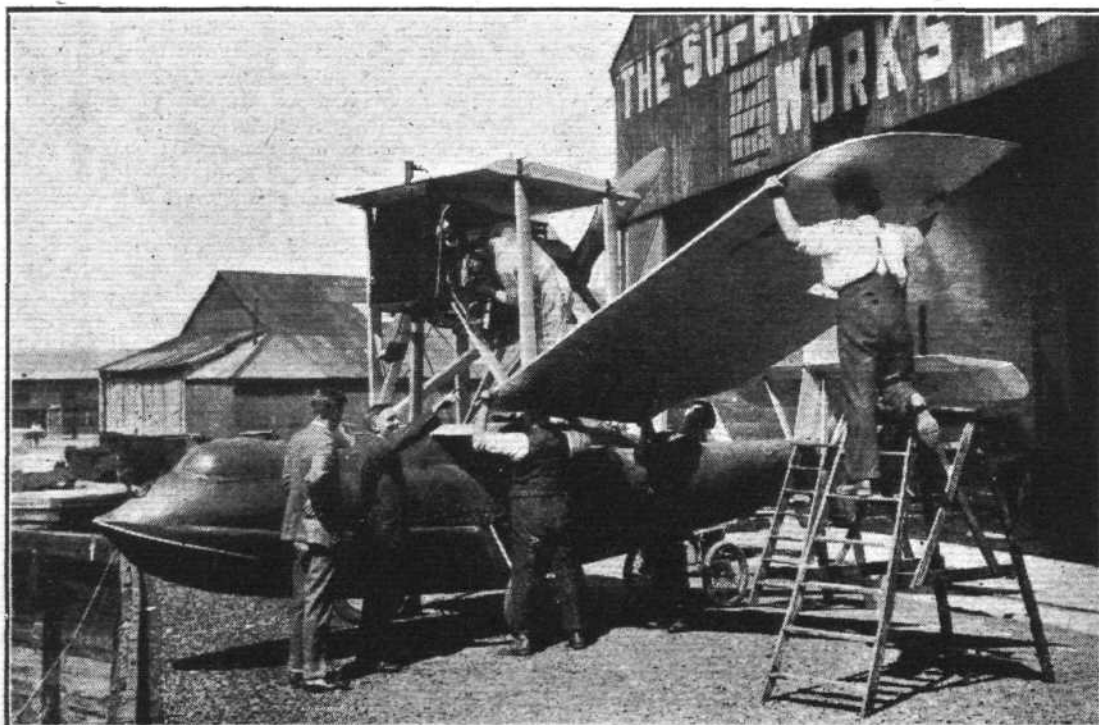
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One of the  
Schneider Cup  
defenders: The  
Supermarine  
"Sea Lion," with  
450 h.p. Napier  
"Lion" engine,  
being got ready  
for her tests at  
the Southampton  
works of the  
Supermarine  
Company.

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# LONDON-PARIS AIR FARES

LAST week the news of the announcement by the Air Union of France of a reduction of the passenger fares between London and Paris from 6 guineas to £4 10s., and return from 12 guineas to £9, came somewhat as a shock this side, although, owing to the exchange, there have recently been rumours anticipating this action. As a matter of fact, however, it is hoped that this departure will not affect our British service to Paris, the Handley Page Air Transport Line not proposing at present to alter their charges. And we are not surprised to learn this, as the regularity and reliability of the British line are so great and vastly superior to the French efforts, that it appears to be difficult for the French company to secure even a reasonable percentage of the passenger traffic between the two cities—particularly from the British side. By way of bringing this position home to the public, we publish below a very suggestive table compiled by Mr. Handley Page of the coming and going of passengers to and from Croydon from May 26 to August 19, and the totals since January 1 of this year. It should be noted that the whole of the Handley Page traffic is carried through with three machines.

From these figures it would appear that the cut by the French company is brought about more by a desperate remedy to secure more custom. But we hardly think this result will accrue, as, from the fact that the Handley Page Company and the other British companies' toll of accidents—even slight ones—is practically *nil*, the record of the French service is best left undiscussed.

In connection with these services, it is the future to which the British companies are looking, so that presently, with increased traffic and closer organisation, air transport will be able to hold its own, without subsidy or dry-nursing of any sort from the Government. In establishing the Zurich service recently the Handley Page Company have made their first move in extensions, and enabled travellers to Rome, by taking the night train at Zurich, to save 14 hours on their journey,

Ultimately it is hoped that, by joining up with Italian enterprise, the air journey will be extended to Cairo, *via* Brindisi from Milan, thus easily bringing Egypt within three days of London. Then, again, there are links arising which will presently join London up with Madrid and far points on the Continent, and reduce the time to Constantinople to 36 hours. In this network the German line, Geneva-Zurich-Munich-Berlin, will play a part, and a very important link will be found in an Austrian service between Bale-Munich-Vienna, bringing Vienna into a two-days' journey. Altogether, there are such prospects of immense strides in aerial travel being made within the next year that the air-way must speedily take its proper place in the conduct of the world's affairs.

Table of Comparisons

Company.	Period May 26-August 19.			Total since January 1, 1923.		
	Flights.	Pass'gers.	Average per Machine.	Flights.	Pass'gers.	Average per Machine.
London-Paris.						
H.P. Transport ..	328	3,015	9.18	591	5,076	8.60
A.U. of France ..	293	623	2.13	798	1,647	2.06
London-Brussels-Cologne.						
Instone Line ..	304	1,247	4.10	599	2,400	4.00
Manchester-London-Rotterdam-Amsterdam-Berlin.						
Daimler Company..	332	1,038	3.10	706	1,870	2.64
K.L.M. ..	161	314	1.95	360	603	1.67
TOTALS.						
All British Companies	964	5,300	5.50	1,896	9,346	4.95
All Foreign Companies.	454	937	2.07	1,158	2,250	1.95

## PERSONALS

### Married

DONALD SCOTT BROOKES, R.A.F., son of Mr. F. E. Brookes, of Upper Norwood, was married on August 25, at St. Mark's Church, Regent's Park, to ALICE MARY, daughter of Mr. E. J. MORRIS, of 39, Regent's Park Road, N.W. 1.

### To be Married

A marriage is arranged, and will take place early in October in London, between Flight Lieut. L. R. BRIGGS, R.A.F., son of Mr. Edgar F. Briggs, of Westcliff-on-Sea, and MARY, daughter of Mr. ROBERT A. LAWTHORP, Alces Place, Seaford.

### Killed

Flying Officer FIELDING GRIFFITH WHITMORE, R.A.F., was killed on August 21, whilst flying at Peshawar. His age was 22.

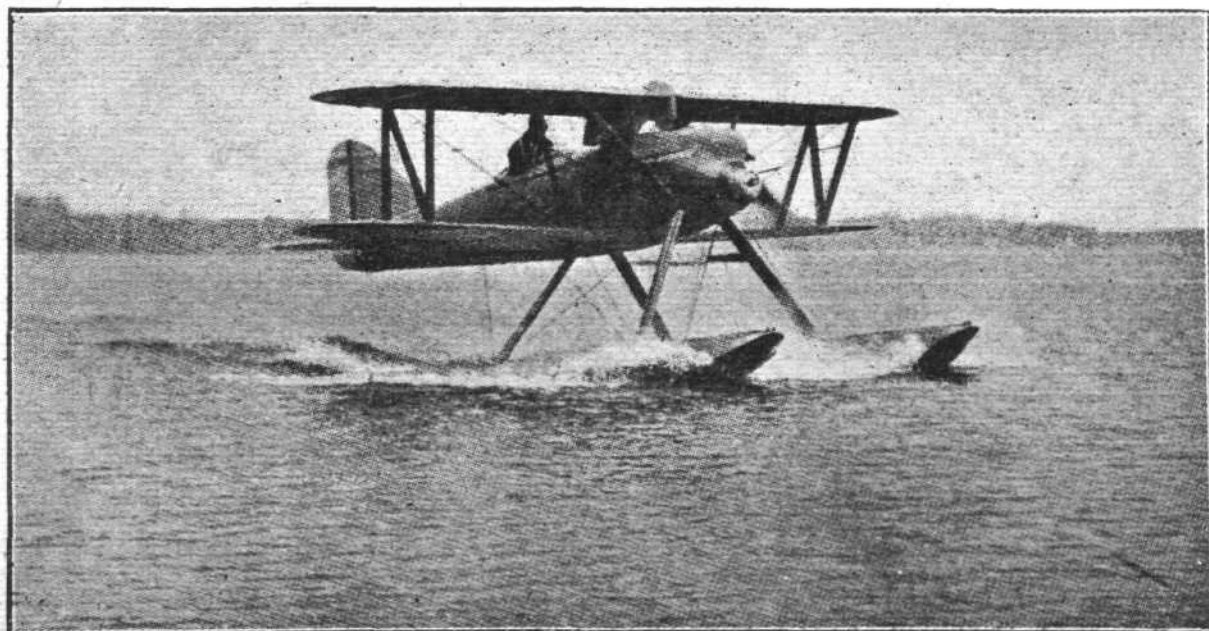
### Deaths

Pilot Officer MALCOLM FRASER, R.A.F., who died on August 9, at the Infirmary, Salisbury, following a motor-bicycle accident, was the youngest son of James and Edith Fraser, Leckmelm, Ross-shire. His age was 21.

Capt. JOHN PENNO, who died while undergoing an operation in the Orthopaedic Hospital, Shepherd's Bush, on July 29, aged 38, was the son of Colonel Fitzroy Penno, of Havant, Hampshire.

### Item

The will of the late Mr. JOHN WILLIAM GIEVE, of Clarence Parade, Southsea, and of J. W. Gieve, Ltd., naval outfitters, Portsmouth and London, the inventor of a life-saving waist-coat, has been proved at £37,929.



One of the Schneider Cup challengers under test: The American Curtiss - Navy Racer, type C.R.3, with 400 h.p. Curtiss D.12 engine, on which Lieut. Irvine established, on June 30, what is claimed to be a world's record for seaplanes by averaging, over a 4.26 miles course, 175.3 m.p.h.

# THE INSTITUTION OF AERONAUTICAL ENGINEERS

## FIXTURES, 1923

- Oct. 12.—Lecture: "Some Aspects of an Attempt to Fly Round the World," by Major W. T. Blake, Associate Member. 6.30 p.m., Royal Society of Arts, John Street, Adelphi, W.C.
- Oct. 26.—Paper: "Three-Ply and its Uses in Aircraft Construction," by Capt. R. N. Liptrot, B.A., A.F.R.Ae.S., Member. 6.30 p.m., Engineers' Club, Coventry Street, W.
- Nov. 9.—Paper: "The Soaring Flight Question," by Dr. E. H. Hankin. 6.30 p.m., Engineers' Club.
- Nov. 30.—First Annual Lecture by Continental Designer: "The Result of Twelve Years' Welded Tube Construction and the Development of Cantilever Wings,"

by Mr. A. H. G. Fokker. 7.30 p.m., Royal Society of Arts.

- Dec. 9.—An invitation has been extended to the members of this Institution by the Institution of Automobile Engineers, to attend on this date a paper to be read before them by Mr. A. J. Rowledge, M.I.A.E., entitled "Water-Cooled Aero Engines." Due notice of the time and place of this meeting will be issued.

- Dec. 14.—Paper: "Leader, Cable Systems for Electrical Steering of Aeroplanes," written by William Loth, of Paris, and read by Mr. John Gray, B.Sc., M.I.E.E. 7.30 p.m., Royal Society of Arts.

## S. SMITHS' AND SONS' SPORTS

In spite of the fact that the weather was inclined to be dull and cold there was a good attendance at Messrs. S. Smith and Sons (M.A.) Limited's Sports, which were held on their Sports Ground at Dollis Hill, Neasden, on Saturday.

Brigadier-General Kentish, Secretary of the British Olympia Association, attended and acted as judge of the tug-of-war events. Afterward, in a short but breezy speech, he thanked Smiths' Athletic Club for their decision to devote 50 per cent. of the proceeds to the British Olympic Fund.

Another short but interesting address on the subject of Education was given by J. Herbert Hunter, Esq., J.P., L.C.C., who presented prizes of Smith domestic clocks to the junior male employes in Smiths' works. These prizes were given by the Company under a scheme to encourage junior members of the firm to attend evening continuation classes. With regard to the sports themselves the results of the chief events were:—

100 Yards Handicap (Management).—1, B. Haviland (works manager); 2, J. E. Chorlton (purchases controller); 3, E. Peskett.

100 Yards Handicap.—T. J. Elderton (6 yards start), 1; J. H. Applegarth (scratch), 2; H. W. Weynard (8 yards), 3.

100 Yards Ladies'.—D. P. Stidworthy, 1; N. B. Cooper, 2; B. N. Robins, 3.

One Mile Walking Handicap.—B. J. Hook (170 yards start) 1; H. Cooper (125 yards), 2; R. Burton (180 yards), 3.

100 Yards Veterans' Handicap.—J. Player (2 yards start), 1; G. Wood (8 yards), 2; W. Stagg (11 yards), 3.

Ladies' Egg and Spoon.—E. M. Wright, 1; D. P. Stidworthy, 2; E. Dolve, 3.

220 Yards Flat Handicap.—T. J. Elderton (15 yards start), 1; R. G. Thorntott (25 yards), 2; J. H. Applegarth (scratch), 3.

60 Yards Ladies' Skipping.—D. P. Stidworthy, 1; G. C. Harling, 2; L. Ford, 3.

440 Yards Flat Handicap.—F. G. Gardner (27 yards start), 1; J. Milner (25 yards), 2; F. Z. Groundsell (40 yards), 3.

One Mile Departmental Relay.—Office Team, 1; Carpenters' Team, 2.

Obstacle Race.—T. J. Elderton, 1; J. Milner, 2; A. N. Edgington, 3.

Mr. A. Gordon Smith, the managing director, was referee, and Mrs. Gordon Smith very kindly presented the prizes.

A popular win was that of Mr. B. Haviland, the works manager, who came in first in the 100 yards Management race.

In addition to the sporting events, there were side-shows, donkey rides, etc., while the Great Central and Metropolitan Silver Band rendered a particularly fine programme of music during the afternoon, and in addition provided music for the dancing during the evening.



At the annual sports of S. Smith and Sons (M.A.), Ltd., at Neasden, on Saturday last: 1. Mr. Gordon Smith, managing director, who acted as referee; behind him is Mr. C. P. Newman, another director, and (in straw hat) Mr. B. Haviland, works manager. 2. The ladies' skipping race. 3. The blindfold event. 4. The first heat of the Management race. 5. B. J. Hook winning the mile walk.



# THE ROYAL AIR FORCE

London Gazette, August 24, 1923

## General Duties Branch

The following are granted short service commns. in the ranks stated with effect from, and with seny. of, the dates indicated:—

*Flying Officer.*—D. S. Cairnes (Capt., Rifle Bde.); Aug. 8, seven years on the active list.

*Pilot Officer on Probation.*—A. H. D. Livock; Aug. 13, five years on the active list.

The following Pilot Officers are confirmed in rank:—R. T. Halliwell, C.F. Roupell; July 1.

*Flying Offr.* F. A. Giles to take rank and precedence as if his appt. bore date Aug. 1, 1919, immediately following Flying Offr. S. J. Smetham (reduction to take effect from Aug. 16). Flying Offr. G. P. W. Chandler is transd. to Reserve, Class A; Aug. 23. Flying Offr. R. C. Rodgers, M.C., D.C.M., is transd. to Reserve, Class B; Dec. 9, 1922 (substituted for *Gazette*, Dec. 8, 1922). Flight Lieut. H. H. Balfour, M.C., resigns his perm. commn. and is permitted to retain rank of Capt.; Aug. 22.

## Stores Branch

Flying Offr. E. J. Leech resigns his short service commn.; Aug. 22.

## Medical Branch

F. K. Wilson, M.B., is granted a short service commn. as Flying Offr. with effect from, and with seny. of, Aug. 8, and is secd. for duty at Bristol Royal Infirmary. 134804 Sgt.-Major W. King is granted a permanent commn. as Medical Q.M. and Flying Offr.; Aug. 9.

## Reserve of Air Force Officers

*Class A.*—The following are granted commns. on probation in the ranks stated in the General Duties Branch:—

*Flying Officers.*—J. C. Houston, M.C.; Aug. 10. E. C. H. Clarke, H. C. Cooke, H. D. Davis, A.F.C., H. E. Duncan, C. H. Howitt, P. T. Hubbard; Aug. 21.

*Pilot Officers.*—W. A. Hammerton, S. S. Rackowe; Aug. 21.

## Memorandum

Lieut. R. A. Denne is granted permission to retain rank of Capt. on retirement from the Army. The permission granted to Lieut. H. V. Northam to retain his rank is withdrawn on his joining the Territorial Army.

## ROYAL AIR FORCE INTELLIGENCE

**Appointments.**—The following appointments in the Royal Air Force are notified:—

### General Duties Branch

*Air Commodores:* E. R. Ludlow-Hewitt, C.M.G., D.S.O., M.C., to R.A.F. Depot, Uxbridge, on relinquishment of appointment as Air Secretary. 17.8.23. C. A. H. Longcroft, C.B., C.M.G., D.S.O., A.F.C., to R.A.F. Depot, Uxbridge, supernumerary pending disposal. 15.8.23.

*Wing Commander* R. B. Ward, A.F.C., to Headquarters, Coastal Area. 13.8.23, for Air Staff duties.

*Group Captain* I. T. Courtney, C.B.E., to Headquarters, Inland Area, for technical staff duties. 18.8.23.

*Squadron Leaders:* V. Gaskell-Blackburn, D.S.C., A.F.C., to No. 207 Sqdn., Constantinople. 24.7.23. R. E. Saul, D.F.C., to Basrah Group Headquarters, Iraq. 18.7.23. F. Sowrey, D.S.O., M.C., A.F.C., to Headquarters, Iraq. 7.7.23. T. F. Hazell, D.S.O., M.C., D.F.C., to R.A.F. Depot (non-effective pool). 22.7.23, on transfer to Home Estab. J. K. Wells, A.F.C., to No. 24 Sqdn., Kenley. 1.9.23.

*Flight Lieutenants:* W. J. Dew, M.B.E., to Headquarters, Inland Area. 1.8.23. J. F. Lawson, A.F.C., to R.A.F. Depot, Uxbridge. 1.9.23. R. S. Lucy, A.F.C., to R.A.F. Depot, Uxbridge (non-effective Pool), on transfer to Home Estab. 8.7.23. A. L. Neale, M.C., to Electrical and Wireless School, Flowerdown. 1.9.23. A. W. Symington, M.C., to No. 1 School of Technical Training (Boys), Halton. 20.8.23. A. Rowan, to School of Army Co-operation, Old Sarum. 1.9.23, for course of instruction.

*Flying Officers:* A. G. Thackray, to R.A.F. Base, Calshot. 28.7.23. A. Hesketh, D.F.C., to School of Naval Co-operation, Lee-on-Solent. 20.7.23.

J. B. H. Rogers, to No. 7 Sqdn., Bircham Newton. 8.8.23. D. S. Cairnes, to R.A.F. Depot, Uxbridge, on appointment to a short service commission. 8.8.23. D. D. A. Greig, D.F.C., to No. 24 Sqdn., Kenley. 1.9.23. E. S. Moulton-Barrett, to No. 267 Sqdn., Malta. 11.7.23. D. Maclaren, to R.A.F. Depot, Uxbridge (non-effective Pool), on transfer to Home Estab. 18.6.23. W. Sanderson, to Aden Flight, Middle East. 11.7.23.

*Pilot Officers:* L. G. A. Kirchner, to School of Naval Co-operation, Lee-on-Solent. 28.7.23. G. C. B. Bernard-Smith, to R.A.F. Depot, Uxbridge (non-effective Pool), on transfer to Home Estab. 25.7.23. R. Collins, to R.A.F. Base, Calshot. 28.7.23. H. M. Kenyon, to No. 2 Flying Training School, Duxford. 10.8.23. A. H. D. Livock, to R.A.F. Depot, Uxbridge, on appointment to short service commission. 13.8.23.

### Medical Branch

*Wing Commanders:* W. Tyrrell, D.S.O., M.C., M.B., D.P.H., to Headquarters, Palestine Command. 28.7.23. A. S. Glynn, to Basrah Combined Hospital, Iraq. 28.7.23.

*Squadron Leader* J. Rothwell, M.B., to Inland Area Aircraft Depot, Henlow. 13.8.23.

*Flight Lieutenants:* D. LeBas, to Baghdad Combined Hospital, Iraq. 7.7.23. J. C. T. Fiddes, M.B., to Baghdad Combined Hospital, Iraq. 8.7.23. J. F. Gallagher, to School of Technical Training (Men), Manston. 13.8.23. H. H. R. Bayley, to R.A.F. Depot, Uxbridge. 13.8.23. J. J. Walsh, to R.A.F. Depot, Uxbridge. 10.8.23.

*Flying Officers:* J. B. Gregor, to R.A.F. Hospital, Cranwell. 12.8.23. C. V. D. Rose, to R.A.F. Depot, Uxbridge. 18.8.23.

## LONDON TERMINAL AERODROME

Monday evening, August 27, 1923

FURTHER new developments on the various air-lines are foreshadowed this week. Owing to the amount of traffic on the London-Berlin route, the Daimler Airway have obtained permission to run an extra machine between London and Berlin each week, and the time-table is rearranged to fit this in. As from today the Daimler machines will run through to Berlin each Monday, Wednesday and Friday, the return through service from Berlin to London being on Tuesday, Thursday, and Saturday. There is, of course, the connection with the German machine on other days, but owing to the irregular running of the German "air expresses" these are by no means reliable, and there is a general inclination on the part of all passengers to travel by the through machines. Another development which the Daimler Airway are contemplating is the divergence of their London-Manchester machines so that they serve Norwich each way. It is suggested that Messrs. Boulton and Paul's aerodrome will be used for this service, and, owing to the poor train connections between Lancashire and East Anglia—the journey taking something like eight hours—there is every hope that considerable traffic will result, especially between Manchester and Norwich.

### Aeroplane "Specials" to Cologne

SEVERAL "air specials" have been running to Cologne during the week—principally, it is understood, with consignments of German marks. Some of these have come by special Fokker monoplane from Amsterdam to London, thence on to Cologne. The Instone Air Line have engaged the Surrey Flying Services D.H.9, and Lieut.-Col. Henderson has been the pilot, invariably doing the double trip in the same day.

The Air Union startled the airway world with the announcement that they have cut their Paris fare from £6 6s. to £4 10s. For some considerable time past the fare from Paris to London, at 300 francs, has been appreciably less, owing to the rate of exchange, than the fare from London to Paris, and the

reduction to £4 10s. will make this more equal. Handley Page Transport, however, have no intention to cut their fare from £6 6s., as they can get all the passengers they require to fill their machines at the £6 6s. fare. The Paris fare has always been high compared with the fares to Brussels, Cologne, Amsterdam and Berlin, but as there are plenty of passengers on this route there has been no need to reduce the fare in order to attract traffic, as has been the case on the other lines.

During the week, one of the Air Union "Goliaths," landing from north to south, came in too close to the Aircraft Disposals Company, and caught the fence with its wing-tip. This swung the machine round, and it crashed into one of the searchlights, badly damaging both the machine and the searchlight shed. Fortunately, the machine had no passengers on board, and its pilot and mechanic were unhurt, and no damage was done to the goods contained in the machine. On Saturday another "Goliath" was seen coming into the aerodrome from the south-east with one engine stopped. It was remarkable how this machine maintained its height with only one engine, and its pilot made a very pretty landing.

Talking to Mr. Vanderhoop, the Dutch pilot who is to attempt to fly from Amsterdam to the Dutch East Indies, he informs me that two previous schemes had been put up for this flight, but had to be abandoned owing to the opposition of the British Government to the machines flying across Mesopotamia. It is hoped, however, that this opposition will by now have been removed, and that he will be able to make the flight next year. He proposes to use one of the new type eight-seater Fokkers, with a Rolls-Royce engine, and will carry sufficient petrol for a ten hours' flight. The longest stretch without landing will be after he leaves India down the chain of islands to the Dutch East Indies, where there is a distance of about 1,200 kilometres without landing ground, equal to approximately eight hours' flying. He would be pleased if anyone in England who knows any particulars about the aerodromes, petrol supplies, etc., on this route, would communicate with him c/o The K.L.M., at the London Terminal Aerodrome.



By Douglas B. Armstrong

Air stamps are modern Mercuries by whose potent aid precious missives are borne on the wings of the wind to the corners of the earth. As symbols of aerial progress they must ever possess an interest and fascination all their own. Aerial posts exist today in almost every civilised country, and the story of their rise and development is graphically recorded in some hundreds of distinctive stamps created for use in the aero mail service "from China to Peru."

In most countries the postal authorities recognise the aero stamp as a valuable source of propaganda quite apart from its practical convenience both to the public and the post office as a means of segregating air-borne correspondence. Thus the establishment of new air lines leads almost inevitably to the advent of new varieties of air stamps, so that the complete air-stamp collection is already assuming considerable proportions.

Not only stamps, but postmarks also serve to illustrate the growth of aerial transport the world over. Adhesive air stamps are a comparatively modern innovation, but special cancellations were struck in connection with the earliest experimental mail flights, and many of them are highly prized by aero-philatelists—even the souvenir "stickers" issued on the occasion of aerial rallies in France, Germany, Switzerland, etc., during 1911, 1912 and 1913.

#### Early Air Postmarks

The earliest instance of letters being conveyed by air was during the sieges of Metz and Paris in the Franco-German War of 1870-71, and many connoisseurs preface their collections of air stamps with letters of the period inscribed "Par Ballon Monté."

A little known private post which produced some curious "air stamps" is the Pigeongram service that operated from 1898 to 1900 between Great Barrier Island, off the coast of New Zealand, and Auckland, N.Z. Little attention was paid to these stamps prior to the introduction of air-stamp collecting as a distinct cult, with the result that specimens are becoming increasingly hard to obtain, more especially when attached to the original messages, which is the form in which they are most sought after.

But the air-stamp collection does not rightly commence until the year 1911, with the special souvenir postmark applied to letters carried by Capt. Wyndham on the first occasion that a mail was carried by aeroplane, at the United Provinces Exhibition, Allahabad, on February 8 of that year.

The adhesive air stamp itself is a product of the War, originating in Italy, where Express Delivery stamps over-printed "Esperimento Posta Aerea" were used for the first time on an air mail between Turin and Rome on May 22, 1917.

#### Ross-Smith Souvenir

One of the most elusive air "stamps" appears to be the souvenir label affixed by the Commonwealth postal authorities to the 320 letters delivered at Melbourne by the late Sir Ross Smith on February 26, 1920, on the conclusion of his epoch-making flight from England to Australia. It is printed in deep blue with the design of a Vickers-Vimy plane flying through the clouds above a terrestrial globe, upon which appears in outline maps of the British Isles and Australia, with a flaming torch between. At the top is the inscription "First Aerial Post," and at the foot the words "England-Australia," with the dates of the start and end of the flight, "November 12-December 10," in the centre. Letters were also cancelled with a special postmark before being forwarded, under cover, to their addressees. Most of these letters must still be in Australia, as they are seldom met with by air-stamp collectors in this country.

Readers are invited to forward to the Editor of FLIGHT letters, etc., bearing aerial stamps or postmarks for mention in this column, as well as out-of-the-way varieties, etc.

We shall also be pleased to hear from correspondents interested in air-stamp collecting, and to answer any queries.

### SOCIETY OF MODEL AERONAUTICAL ENGINEERS (London Aero Models Association)

On Saturday last a party of members gave a demonstration of gliding and flying on the Merrow Golf Course, Guildford, and were afterwards entertained by Major-General Ruck, at his Guildford residence. The weather was far from good, but the outing was a success and very enjoyable.

The "Sir John Shelley" Challenge Cup Competition, an open event for any power-driven model (rubber excluded) the general design of which is capable of full-size adaptation, will be held on Wimbledon Common, at 3.30 p.m., on Saturday, Sept. 1.

Attempts are to be made on the glider records at Parliament Hill on Sunday, September 9, at 11 a.m.

The next meeting of the Society at Headquarters after that on August 31 will be on Friday, October 6, and thereafter on the first Friday in each month only.

A. E. JONES, Hon. Sec.

#### PUBLICATIONS RECEIVED

*Lewis Gun Mechanism Visualised.* By J. D. M. London: Forster Groom and Co., Ltd. Price 6d. (4s. 6d. per dozen).

*M.O. 256. Atmospheric Pollution: Report on Observations in the Year ending March 31, 1922.* London: H.M. Stationery Office, Kingsway, W.C. Price 3s. net.

*Revue Juridique Internationale de la Locomotion Aérienne.* August, 1923. Edition Aérienne, 4, Rue Tronchet, Paris.

*Industrial Gases.* June, 1923. Vacher and Sons, Ltd., Westminster House, London, S.W. Price 1s.

*Aeronautical Research Committee, Reports and Memoranda No. 850.*—List of Reports and Memoranda Published between October 1, 1921, and March 31, 1923. May, 1923. London: H.M. Stationery Office, Kingsway, W.C. Price, by post, 1½d.

#### AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: cyl. = cylinder; I.C. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

##### APPLIED FOR IN 1922

Published August 30, 1923

- 11,844. I. ZUBIAGA. Rotary I.C. engine. (201,607.)
- 12,204. J. G. FAUST. Control of flying-machines. (201,620.)
- 12,510. G. D'OUSINELLE and M. COHEN. Aeroplanes, etc. (201,642.)
- 20,254. RAUL, MARQUIS OF PATERAS PESCARA. I.C. engines. (183,491.)
- 23,084. R. C. MACKENNEY. Screw propellers. (201,787.)
- 23,570. D. N. DAVIES. Aircraft propellers. (201,792.)

##### APPLIED FOR IN 1923

Published August 30, 1923

- 2,325. R. MEYER. Rotary engines. (201,854.)

If you require anything pertaining to aviation, study "FLIGHT's" Buyers' Guide and Trade Directory, which appears in our advertisement pages each week (see page xvi).

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